

EXHIBIT X



WINTER RULE

A legacy of pride. a of promise.

The evolution of transportation has been one of the most defining phenomena of the 20th Century. As we approach the year 2000, humans are travelling farther and more efficiently than ever before. At Bombardier, we're honored to be on the leading edge of this transportation revolution.

For more than 50 years, we've been committed to developing innovative, technologically advanced vehicles. Most people know us for our Ski-Doo snowmobiles, Sea-Doo® personal watercraft and Bombardier ATVs. But behind these fun-loving machines is an 11.5-billion dollar (CDN) global corporation with pursuits ranging from aviation to electric travel. Our other products include Learjet® and Challenger® jet aircraft, high-speed rail trains and a neighborhood electric vehicle called the Bombardier NV.* We even build the groomers that maintain snowmobile trails as well as the world's finest ski slopes. With this kind of experience and resources, it's no wonder we build such dependable, technologically advanced sleds.

From here, the future looks even brighter. Wherever the field of transportation takes people in the next century, you can be sure we'll be there - directing our passion for performance into exciting new modes of travel. So keep your eyes peeled. You never know where you might find a new nameplate branding "Bombardier."



High-Speed Train



Global Express™

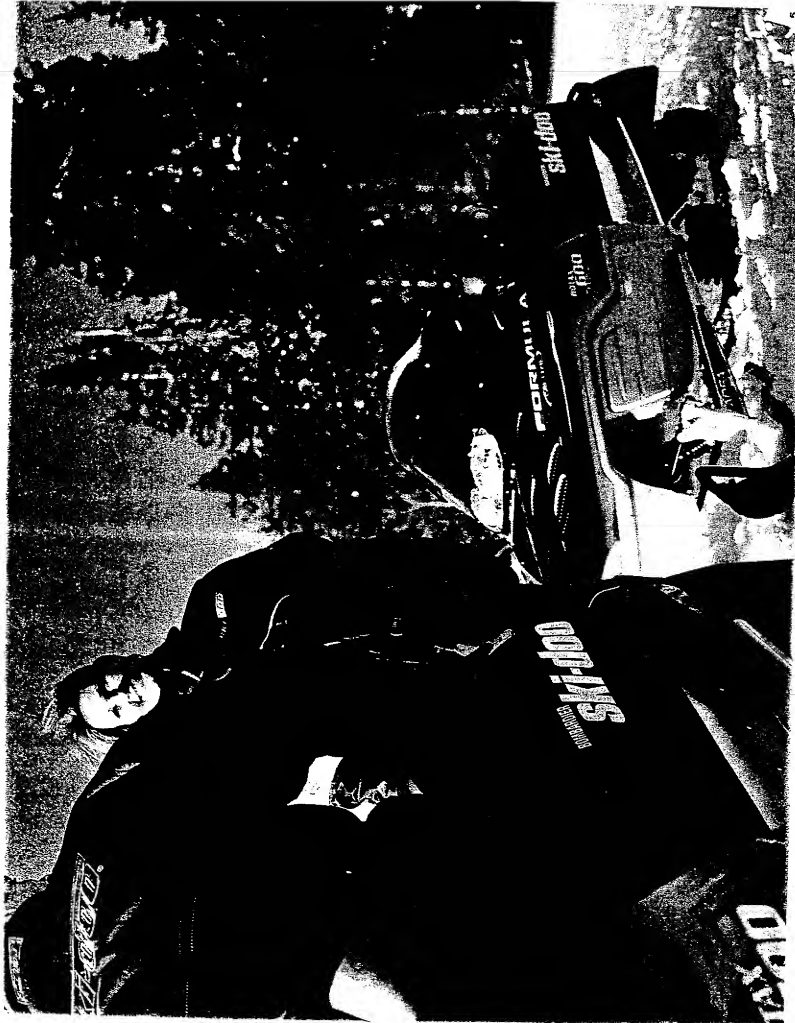


Bombardier Transair/ATV



Ski-Doo spm





The

ZX platform

In 1999, the snowmobling industry witnessed a radical leap forward in sled performance thanks to the debut of our ZX platform. With industry-leading power-to-weight ratios, razor-sharp handling and superior fit and finish, the ZX platform's advanced technology has garnered broad appeal. So this year, it graces a total of eleven models in the Cross-Country, Mountain, Sport, Grand Sport and Grand Touring segments, bringing an entirely new level of performance to a growing family of riders.

Our engineers approached the ZX platform by trimming pounds, ounces – even fractions of ounces – everywhere conceivable, from the new lighter materials used for the body to the fasteners that hold it together. All of which greatly enhances the additional horsepower of the new Series 3 Rotax® twin-cylinder engines. They also paid meticulous attention to the snowmobile's balance by lowering the engine and moving it back while bringing the fuel tank forward. This "cluster design" keeps the greatest mass of the snowmobile, including the rider, together in the middle of the sled. So most of the weight is centered over the drive axle. This results in greater stability and agility.



The Summit® 700 model's ZX platform means lightest-in-class performance.

Power to Weight

Every manufacturer talks about power-to-weight — the ZX platform redefines it. All ZX platform sleds are dramatically lighter than before thanks to the smaller, tighter design of the chassis. In fact, all ZX sleds are the lightest in class. The MX* Z 700 model's dryweight of 472 pounds makes it a full 30 pounds lighter than last year's MX Z 670 H.O. model. Cylinder-reed-induction Series 3 Rotax twin-cylinder engines provide up to 10 additional horsepower in some ZX models compared to previous twins. And our "dry" seals are made with water-repelling material that helps keep water from soaking in and freezing, which can add up to ten pounds of unnecessary weight.

Series 3 Rotax Twins

Always a pioneer in snowmobile engine innovation, Rotax engines are legendary for power and durability. Now they've taken yet another step forward with the ZX platform's cylinder-reed-induction twins. This technology results in a lighter, more powerful and fuel-efficient engine. Mounted lower in the chassis and at a zero-tilt angle, it provides improved balance while pumping out more horsepower.

Fit and Finish

ZX platform snowmobiles are a sight to behold. Their "turo" design combines the latest in aerodynamics with edgy styling cues from legendary Ski-Doo snowmobiles of the past. Everywhere you look you'll find an exciting degree of detail, fit and finish. The light, impact-resistant RRIM/Polyurethane cab is aerodynamically efficient, yet everything underneath is highly accessible. Air flow is smartly engineered to cool internal components before exiting out the rear ducts. New plastic hood grilles open and close easily while wearing gloves.



MPEM



Adjustable Gillies



AD SA



SC-10 II

AD SA

The Advanced Direct Shock Action (AD SA) front suspension and steering system were originally engineered for the MX Zx 440 LC race sled that so thoroughly dominated recent racing circuits. AD SA helps eliminate bump steer, minimizes scrub and optimizes roll center for a precise level of steering and control, even in rough trail conditions. A lighter, stronger bulkhead design helps increase front shock travel. Preload settings are now multiply adjustable by hand.

The New SC-10 II

While new to the trail this year, many have seen the SC-10 II rear suspension in winning performances at the ESPN Winter X-Games, the I-500, the Eagle River World Championships and the Valcourt Grand Prix. Fully coupled, this new design is six pounds lighter than its predecessor. Fewer components not only reduce weight but also simplify operation. The motion ratio adjusting rod can be set in two different positions to change the effective damping rate. A uniquely designed coupling block makes setting the suspension to your individual riding style a breeze. The easy-to-see block can be coupled or uncoupled by virtually any rider — trail-side. The dropped and rolled chain improves the track angle, resulting in less friction loss.

MPEM

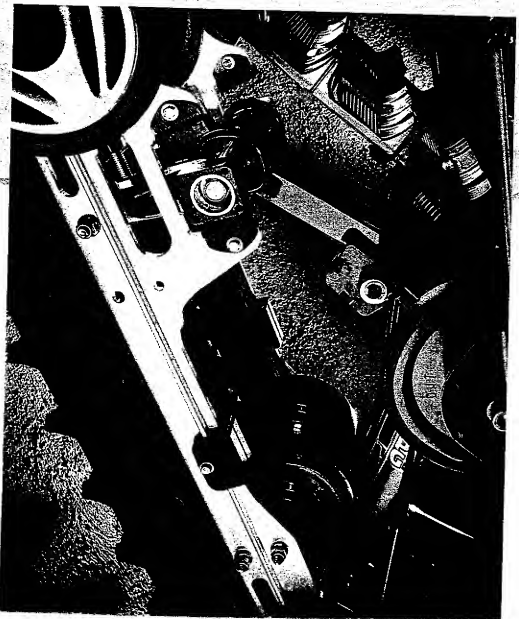
Once again, Bombardier engineers have brought another first to the snowmobile industry: the computerized Multi-Purpose Electronic Module (MPEM). MPEM serves as an electronic brain for all engine electronics, including digital ignition, the programmable Digital Acceleration Timing Curve, Digital Performance Management (DPM) and the Digitally Encoded Security System (D.E.S.S.).

You pick the terrain. We'll

the sled.

At Bombardier, we've had the love of snowmobiling pulsing through our veins ever since J. Armand Bombardier invented the first production snowmobile. And this love is matched only by that of our riders. Which explains why we understand the sport and its participants so well. We know that snowmobilers often share similar interests. But riding styles can vary greatly. That's why whatever it is you need for the trail, you'll find a Ski-Doo sled ideal for your pleasure. It's what we mean when we say our snowmobiles are "engineered for the way you ride."

From our home in Valcourt, Quebec, we continually expand the boundaries of snowmobiling design with the help of our state-of-the-art Research and Development facilities. You'll find our dedicated engineering team using the latest in CAD-CAM, clay-modeling, wind tunnels and automated robotic equipment to improve performance on the trail. Unless, of course, they're working with their latest innovations at our testing facilities around the globe. With resources like these, it's no wonder leading automakers have actually contacted us for help with some of their most perplexing engineering problems.



SC-10 II Peer Suspension

Rotax Engines

Full-size Ski-Doo snowmobiles are powered by our Rotax 2-stroke engines. These engines have long been leaders in providing power, durability and reliability. From triplex to twins to singles and liquid-cooled to fan-cooled, you'll find a Rotax engine uniquely engineered for your riding style. Models equipped with our exclusive Rotax Adjustable Variable Exhaust (RAVE) technology provide an awesome combination of low- and mid-range torque, as well as quick throttle response. And all Rotax engines are famous for getting the most horsepower out of every cc. Which means they're among the most powerful, fuel-efficient snowmobile engines ever built.

Suspensions

Perhaps you're a ditch banger. Or a mountain climber. Or maybe just a smooth trail cruiser. However you like to ride, we've got the suspension you need to get the maximum fun out of your sled. In addition to our all-new SC-10 II rear suspension, we offer the standard SC-10 in the specialized editions, including High-Performance, High Performance LT, Mountain, Touring and Sport. Many models equipped with the SC-10 High-Performance suspension also benefit from our exclusive Acceleration Control Modulator (ACM). ACM allows you to easily adjust the weight transfer of your suspension to match your individual riding style or changing trail conditions. Our Skandic® SWT and both WT snowmobiles feature our exclusive articulating side rear suspension, which makes them incredibly difficult to get stuck.

ZX. CK3. S-2000.

Last year's introduction of the ground-breaking ZX platform (available on 11 twin-cylinder Ski-Doo snowmobiles for 2000) is part of our long history of industry-changing chassis designs. Take for instance our advanced CK3 chassis, which is the platform for all twin-cylinder Ski-Doo sleds. The CK3's sleek body actually shares a number of similarities to the new ZX platform. Its weight distribution gives big sled riders an impressive level of stability and handling. While its ADSA front suspension provides better control in the corners.

Many of our twin-cylinder sleds feature the classic styling of our S-2000 chassis. A light, well-balanced design, the aerodynamic S-2000 keeps you comfortable all day long with excellent rider ergonomics.

Rotax Electronic Reverse (RER)

RER is yet another innovation developed by our weight-obsessed engineers to make Ski-Doo sleds even lighter. Quite simply the industry standard in reverse technology, RER reverses the rotation of the engine with the push of a button. So you get all the convenience of reverse with none of the extra weight or moving parts of a mechanical reverse gear. This smart, weight-saving feature is available only on Ski-Doo snowmobiles.

Digital Performance Management (DPM)

Originally developed for our mountain-climbing Summit® snowmobiles, DPM is our computerized carburetion and ignition timing management system. As the temperature or altitude changes, DPM adjusts the float bowl to enrich or lean out the fuel mixture accordingly. This greatly enhances performance by smoothing engine operation and improving fuel economy. Effective up to 14,000 ft., the entire mechanism weighs less than 16 ounces.

Digitally Encoded Security System (D.E.S.S.)

Our exclusive D.E.S.S. technology is a remarkably effective theft deterrent. It utilizes a digitally-encoded microchip in the tailer cord. Without the proper tailer cord in place, your snowmobile's engine will start, but the clutch won't engage. Which means your sled isn't going anywhere you don't want it to go.

More Luxurious Comfort

Our Grand Touring® SE model, already the benchmark for technical achievement in two-up snow travel, gets two exciting new features this season: tilt steering and an adjustable windshield. Both can be easily positioned trail-side, without tools. Multiple settings on each provide an unprecedented level of comfort and convenience. And once again, these features can only be found on a Ski-Doo snowmobile.



RAVE



RER



DPM



D.E.S.S.

muscle



Be on a first-name basis with the barrier.

Before boarding your Ski-Doo

Mach* Z snowmobile, you perform

a thorough check of your craft.

The power, control and throttle

response are all there. Now all

you need is a long straightaway —

a very long straightaway. Suddenly,

there it is. You settle in, luck your

head low, inhale, and you're gone.

The throttle's merely halfway down

and your competitors have already

surrendered. You press further

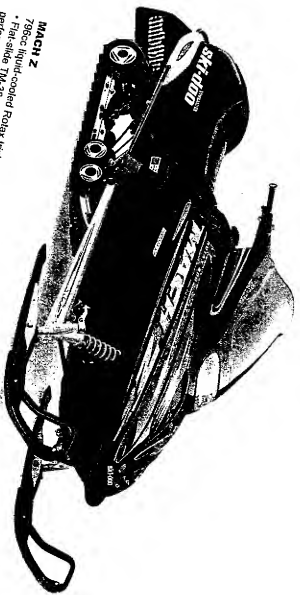
and you could swear time stands

still. The wind howls. The odometer

whirls. The entire world grows

silent and...BOOM! Some barriers

were made to be broken.

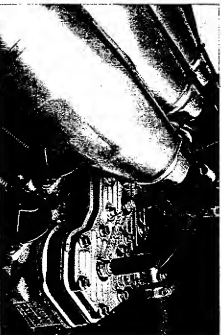


MACH* Z

78cc liquid-cooled Rotax triple with R.A.V.E. • Triple-lined pipes with end outlet
• Full-size TM-38 carbs • CQ3 chassis • ADSA front suspension • SC-10 high-
performance rear suspension with ACM • HPG shocks • D.E.S.S.



DESS.

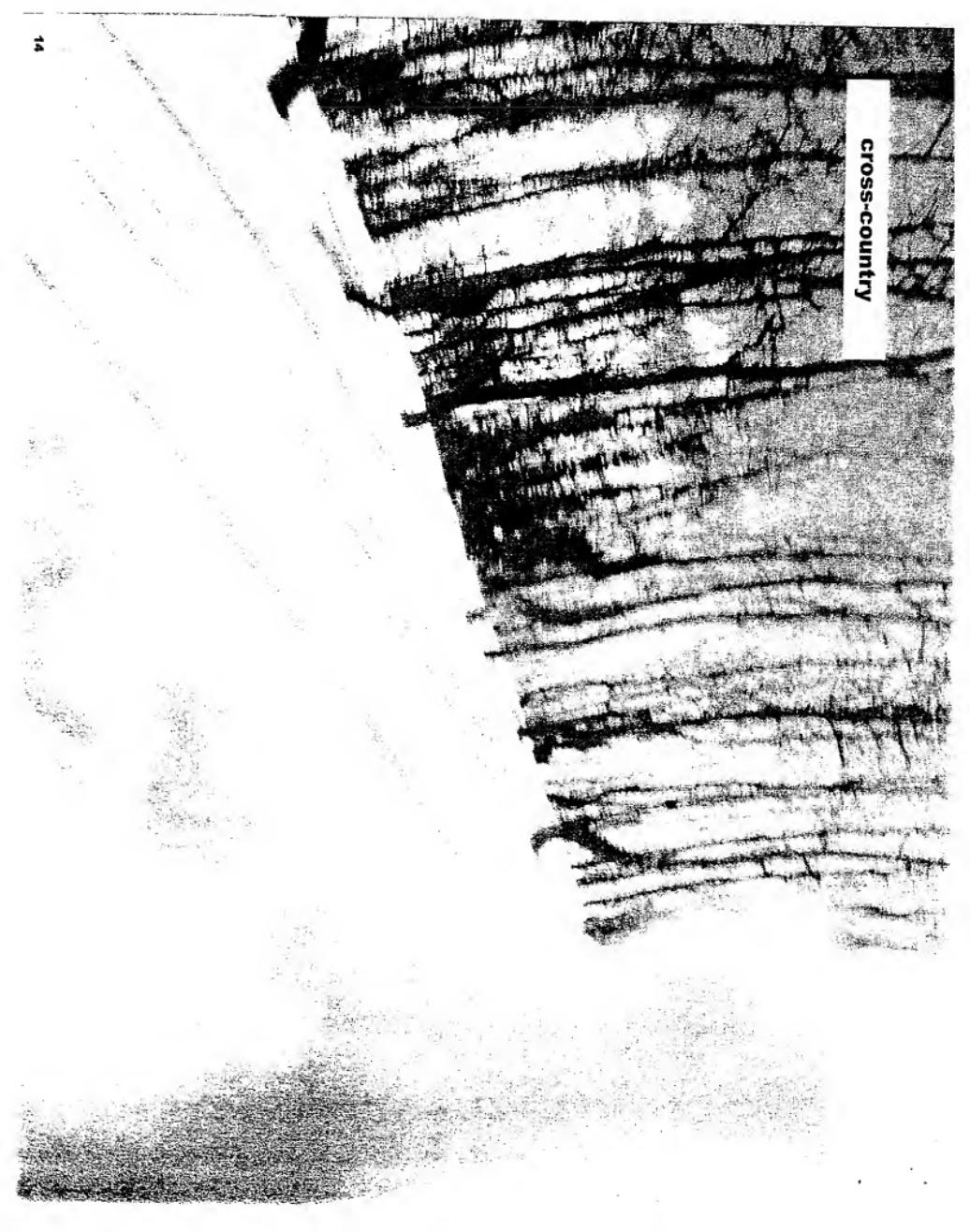


796cc Rotax Triple with Triple Pipes

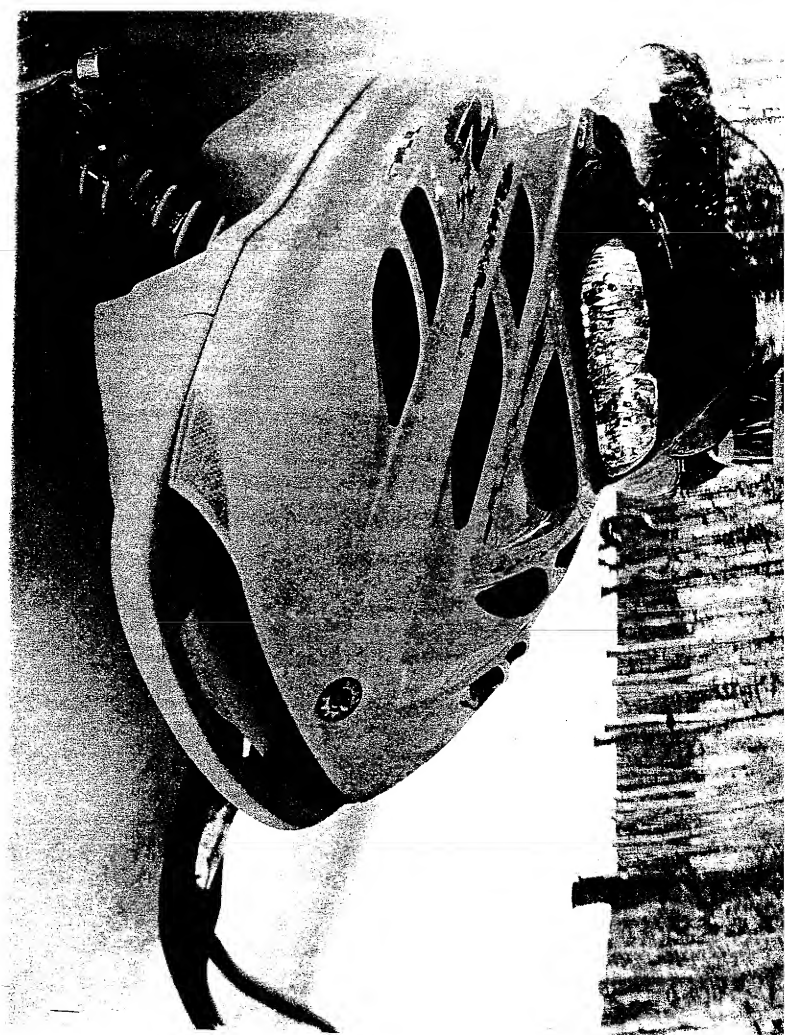


Gauges

Riders seeking the ultimate in straight-line thrills need look no further than the Ski-Doo Mach Z snowmobile. It's easy to find – just check the winner's circle. The intimidation begins beneath the hood, with the largest Rotax engine on snow – a 796cc, liquid-cooled, three-cylinder legend. Thanks to our exclusive R.A.V.E. technology, it features an unmatched combination of low- and mid-range torque. Flat-slide TM-38 carbs deliver split-second throttle response while triple-tuned pipes provide a broader power band at the top of the rev range. Holding all this power in place is the advanced CK3 chassis. This breakthrough design in platform engineering means you don't have to sacrifice control or comfort for horsepower. The engine is positioned low and back for better balance. A state-of-the-art ADSA front suspension helps keep your inside ski flat in the corners while virtually eliminating scrub and cambar movement. The SC-10 High-Performance rear suspension includes our exclusive ACM, which allows you to easily dial in your preferred level of transfer for varying riding styles and snow conditions.



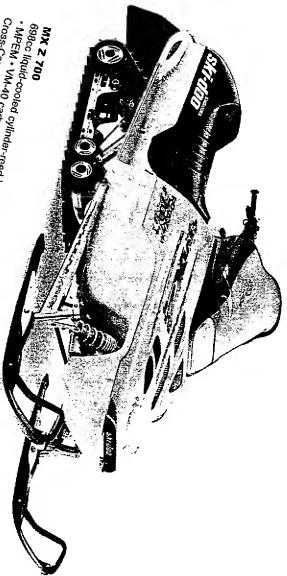
cross-country



Accelerating out of a hairpin corner,
you shift your weight and dive
quickly to the right. You hug the

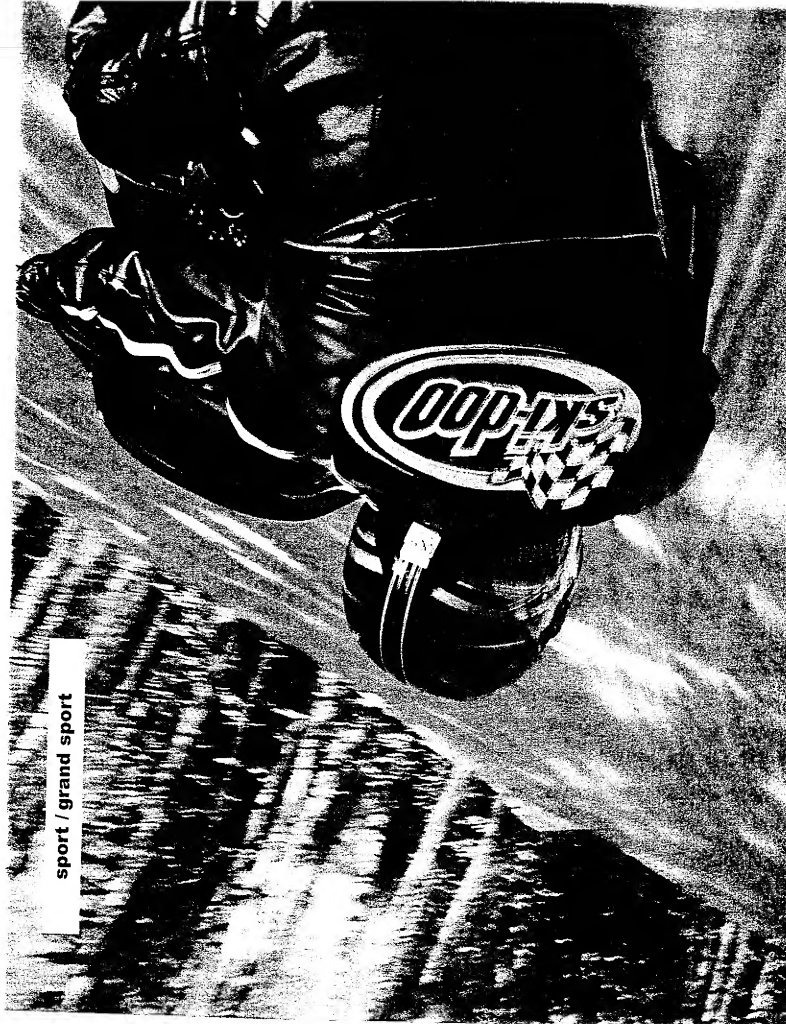
When winter throws you a curve, it.

edge of a long sweeping downhill
to avoid a wicked rut at the bottom
then...SWOOSH — you're digging
hard to the left. And back to the
right. And left again. On the throttle
now, into a quick climbing
straightaway. And then you see
it. Just over the hill. It hears you
coming and it's not one bit happy
about it — the toughest mogul run
around. Only these aren't mere
moguls, they're more like
mountains. You wipe your visor,
grip your handlebars, take a breath
and you're off...



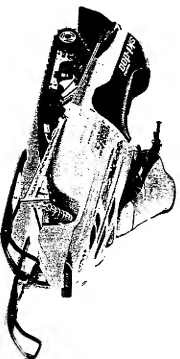
MX Z 700
686cc liquid-cooled cylinder-head induction Series 3 Rotax twin with RAVE.
• MFEM • V4-40 carbs • ZX platform • ADSA front suspension • SC-10 II
Cross-Country rear suspension • Front and rear HPG Racing-type shocks • D.E.S.S.

sport / grand sport



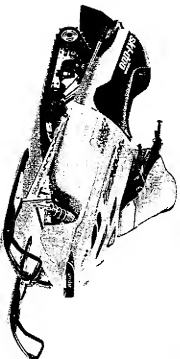
MX Z 600

597cc liquid-cooled cylinder-reed induction
Series 3 Rotax twin with R.A.V.E. • VM-40 carbs • ZX platform • ADOSA front
suspension • SC-10 II Cross-Country rear
type shocks • Front and rear HPG Racing-
type shocks • D.E.S.S.



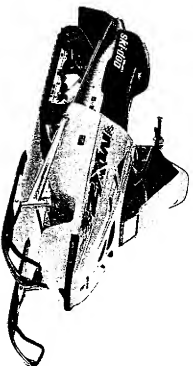
MX Z 500

498cc liquid-cooled cylinder-reed induction
Series 3 Rotax twin with R.A.V.E. • VM-38 carbs • ZX platform • ADOSA front
suspension • SC-10 II Cross-Country rear
type shocks • HP Racing-type shocks • D.E.S.S.



MX Z 440

437cc fan-cooled Rotax twin • VM-34 carbs
• S-2000 chassis • DSA front suspension
(rear) • Hydraulic self-adjusting disc brake



Since its inception, the MX Z snowmobile has virtually defined Cross-Country riding. Its performance on bumps, ruts, moguls and other hard-core terrain is nothing short of legendary. And with the development of the ZX platform, the MX Z sleds will continue to be the leader in aggressive riding. This year, the MX Z 700, 600 and 500 models all feature the ZX platform, with cylinder-reed-induction Series 3 Rotax twins, ADOSA front suspensions and industry-leading power-to-weight ratios. In fact, all three of these models are the lightest sleds in their class. And each includes an improved seat for greater rider mobility. Also new for 2000 is the SC-10 II rear suspension – a fully coupled design that reduces weight and provides superior adjustment for weight transfer. Completing this line of sleds is the fan-cooled MX Z 440 model. With the full-bore power of a Rotax 437cc engine, the price is the only entry-level feature on it.



SC-10 II Rear
Suspension



New Seal Material





mountain

This is what it's all about. The high mark. The climb through the foothills, the traverse, the icy snow that crept

Keep an eye out for

down your neck – all so you can hit this face higher than anyone else. In an

instant, you're past the run – up and into the incline, powder lugs churning like never before. The air thins. Your ears pop.

All you see is a massive wall of white beneath your skis, then finally...the top track. You lean in for one final push and –Yee! A quick spin to your right

and you're floating down in slow motion. Your buddies cheer, but you only feel the pounding of your heart. The highest mark on the mountain – that is, until you beat it tomorrow.

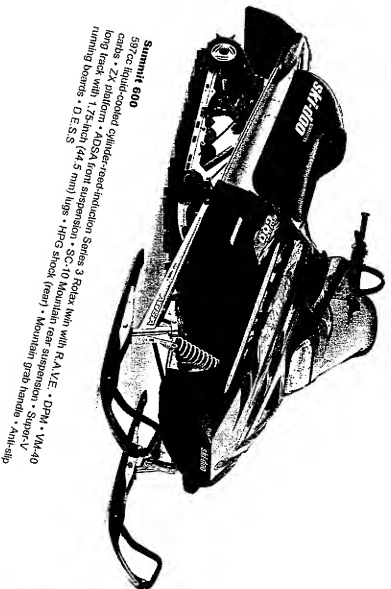
There are plenty of sleds on the mountain. But there's only one king...the Ski-Doo Summit snowmobile. And with the lightweight ZX platform of the Summit® 600 and 700 models, they'll be keeping their kingdom. These Summit sleds demonstrate exactly what "engineered for the way you ride" means.



DPM



Summit® 700
698cc four-cooled cylinder-head induction Series 3 Rotax twin with R.A.V.E. • DPM • VA-40
carbs • ZX platform • ABSA front suspension • SC-10 Mountain rear suspension • Super-V
long track with 2-inch (50.8 mm) lugs • HP-G shock (rear) • Mountain grab handle • Anti-slip
running boards • D.E.S.S.



Summit 600
59 cc liquid-cooled cylinder-reed-induction Series 3 Rotax Min with R.A.V.E. • DPM • VM-40 carb. • ZX platform • AOSA front suspension • SC-10 Mountain rear suspension • Super-V long track with 1.75-inch (44.5 mm) lugs • HP-G shock (rear) • Mountain grab handle • Anti-slip running boards • D.E.S.S.

Both the Summit 700 and 600 models are the lightest in their class. The industry-leading power-to-weight ratios of the ZX platform together with the performance of cylinder-reed-induction Series 3 Rotax twins are, in themselves, enough to get you far up the mountain. But it's the innovations designed specifically for mountain riding that take you all the way to the peak. Mountain handlebars with a soft-grab handle provide easier maneuvering on steep grades. A narrow, 37-inch ski stance makes those sleds extremely agile in deep powder. The Super-V long track with 2-inch (50.8 mm) lugs on the 700 and 1.75-inch (44.5 mm) on the 600 give the bite you need for mountain terrain. Anti-slip running boards keep your feet where you want them. And DPM, our computerized carburetion and ignition management system, adjusts for altitude and ambient temperature to optimize performance up to 14,000 ft.



Soft-Grab Handle



Anti-slip Running Boards

ski-doo

Your day begins trail-side with a cup of coffee and the sun's first rays drenching through the trees.

Tame the trails in

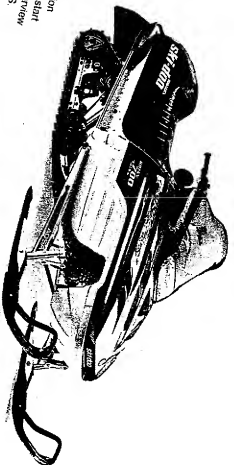
Steam from the mug warms your face in the cold morning air. Years ago, you were too anxious to hit the trail to enjoy a peaceful

moment like this. But times have changed. And so has your choice in sleds. These days, you enjoy the comfort and convenience that comes with the power and agility of your Formula Deluxe 700 model. Like starting your engine with just the turn of a key.

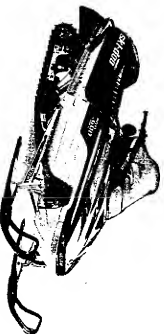
Changing directions with your reverse gear. Plugging your visor into the electric outlet and basking in the added wind protection of your medium windshield. But most of all, you love using your rearview mirrors to keep an eye on your friends as you lead the way.

and style.

Formula Deluxe 700
696cc liquid-cooled cylinder-head, induction • Series 3 Rotax twin with R.A.V.E. • MPeM • Vnk-40 carbs • ZX platform • ADSA front suspension • SC-10 II rear suspension • Reverse • Electric visor outlet • Rearview mirrors • Medium windshield • D.E.S.S.



Formula Deluxe 600
597cc liquid-cooled cylinder-head, induction • Series 3 Rotax twin with R.A.V.E. • MPeM • Vnk-40 carbs • ZX platform • ADSA front suspension • SC-10 II rear suspension • Reverse • Electric visor outlet • Rearview mirrors • Medium windshield • D.E.S.S.



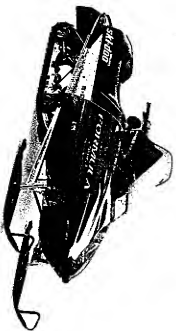
Formula Deluxe 500 LC

- 499cc liquid-cooled Rolex twin • VM-39 carbs
- S-2000 Chassis • DSA front suspension
- Electric start • High-Performance rear suspension
- Rearview mirror • Reverse • Electric visor outlet
- Medium windshield



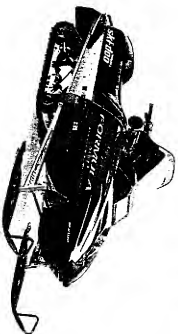
Formula Deluxe 500

- 497cc fan-cooled Rolex twin • VM-34 carbs
- S-2000 Chassis • DSA front suspension
- RER • Electric start • Electric visor outlet
- Rearview mirrors • Medium windshield



Formula Deluxe 380

- 360cc fan-cooled Rolex twin • VM-30 carbs
- S-2000 Chassis • DSA front suspension
- RER • Electric start • Electric visor outlet
- Rearview mirrors • Medium windshield



Take the performance of our Formula snowmobiles, add the luxury of our Grand Touring sleds and you've got our Grand Sport line. Riders of these Formula Deluxe sleds are among the most comfortable one-up riders on the trail. What sets these models apart? You'll find the convenience of electric start, reverse, electric visor outlet, medium windshield and rearview mirrors on every Formula Deluxe snowmobile, making them among the most well-equipped one-up sleds in the industry. The all-new Formula Deluxe 700 and 600 models feature the ground-breaking ZX platform and each is the lightest in its class. The nimble ZX platform also brings an entirely new level of performance and power to the Deluxe line without compromising comfort or convenience. The next sled in the Deluxe family is the popular Formula Deluxe 500 LC model, featuring the full-bore power and reliability of a strong liquid-cooled Rolex twin. Completing the Deluxe line are the 500 and 380 models. Both combine the comforts of the Deluxe line with Rolex fan-cooled economy.



Medium Height
Windshield



Electric Start
D.E.S.S.

Your sled counts the

Two hours out and the ride's only

beginning. Every turn brings new

views. Every mile brings new

beauty. As your touring group

rounds a long climbing corner,

you admire ancient hardwoods

dressed in four fresh inches of

white. Suddenly the trail gets

rough. You calmly reach to adjust

the air levelling device of your

SKI-DOO Grand Touring SE.

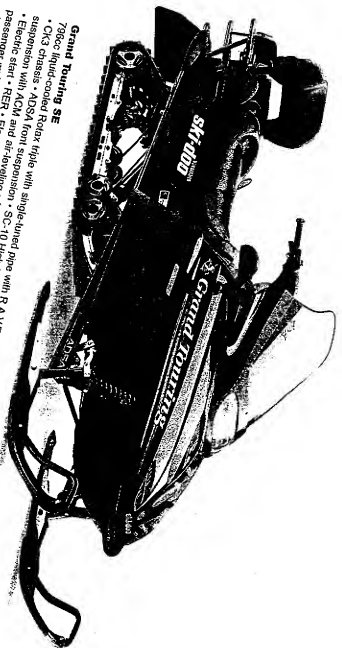
snuggles the ride right out. You

smile at your passenger in the

rearview mirror. It's going to be a

long, comfortable day.

You count the memories.



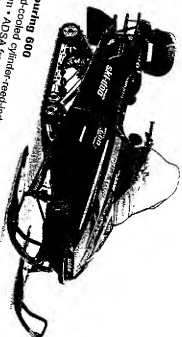
Grand Touring SE

- 78cc liquid-cooled Rotax triple with single-lined pipe with R.A.V.E.™ DPM suspension with ADSSA front suspension • SC-10 High-Performance LT rear passenger multi-adjustable heated grips • 1" stage passenger footrests
- Electric start • R.R.R. and air levelling • Adjustable windshield • Tilt steering
- Adjustable backrest • Cargo rack • D.E.S.S.



Grand Touring 700

• 600cc liquid-cooled Rotax triple with single-tuned pipe with R.A.V.E. • DPM chassis • ADSA front suspension • SC-10 High-Performance LT rear suspension with ACM • Electric start • HER • Electric Vteor outlet • Rearview mirrors • Driver and passenger multi-adjustable heated grips • Rearview passenger footrests • Adjustable backrest • Cargo rack • D.E.S.S.



Grand Touring 600

• 597cc liquid-cooled cylinder • reed-induction Series 3 Rotax twin • MPEM suspension with ACM • Electric start • SC-10 High-Performance LT rear suspension with ACM • Electric start • Reverse • Electric Vteor outlet • Rearview mirrors • Driver and passenger multi-adjustable heated grips • Large passenger footrests • Adjustable backrest • Cargo rack • D.E.S.S.

Ski-Doo Grand Touring snowmobiles take two happy riders to an entirely higher level of snowmobiling. They provide more than simple comfort. They bathe you in luxury. The Grand Touring SE model, our cruising flagship, features more comfort and convenience innovations than any other sled in the industry...heck, some cars aren't this well-equipped! The confident power of its 700cc liquid-cooled Rotax triple engine benefits from the smooth performance of DPM. Combine this with the stability and handling of the CK3 chassis and you've got an unmatched level of confidence and control. The rear suspension utilizes the industry's only air-leveling device. One that adjusts to your ideal seating with the flick of a switch, while you're riding. New amenities for 2000 include two industry firsts that once again raise the standard for comfort: adjustable windshield and tilt steering. Both improve rider ergonomics and are easily adjusted trail-side, without tools. The Grand Touring 700 sled, also in the CK3 chassis, features many of its larger sibling's innovations, like DPM, HER, D.E.S.S. and multi-adjustable handwarmers. The all-new Grand Touring 600 model, the lightest sled in its class by an amazing 35 pounds, features the two-up debut of the ZX platform. It provides an impressive number of comfort and convenience features with a powerful Series 3 Rotax twin-cylinder engine.



Tilt Steering



Electric Start



Adjustable Windshield



HER

utility





Put more than 50 years of expertise to work for you.

The morning greets you with six fresh inches of snow. For some, that means it's going to be a much slower day. But for you, new snow simply means a smoother ride. You polish off breakfast, lace up your boots and head for your sled. You'll haul six loads, fix a fence and tow a friend out of a ditch by noon. At that rate, you'll be finished in time to ride your favorite trail behind the creek before dinner. And just think...some unlucky souls spend their day silling behind a desk.

Our Skandic snowmobiles are the ideal workmate for ranchers, farmers, loggers, trappers and other folks who earn their living outside in winter.

They're also ideal for folks who have their fun outside in winter, hunting, fishing and exploring the endless trails of North America.

Skandic WT LC

- 49cc liquid-cooled Rotax twin with R.A.V.E. transmission
- Shift-on-the-fly 2-forward speed synchronesh suspension
- Articulating slide rear suspension
- Reverse • Electric start • Rearview mirrors • Windshield • Underseat storage • Cargo rack • High-profile Backrest



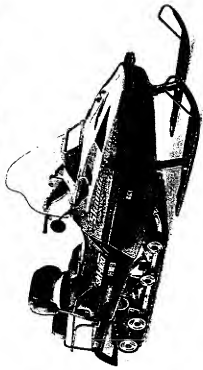
Skandic SWT

- 497cc fan-cooled Rotax twin • 24 x 150-inch (610 x 380 mm) track
- Shift-on-the-fly 2-forward speed synchronesh transmission
- Articulating slide rear suspension • Reverse • Electric start • Rearview mirrors • High-profile windshield • Underseat storage • Cargo rack



Skandic WT

- 49cc fan-cooled Rotax twin • Shift-on-the-fly 2-forward speed synchronesh transmission
- Articulating slide rear suspension • Reverse • Electric start • Rearview mirrors • High-profile windshield • Underseat storage • Cargo rack • Backrest



Skandic 500

497cc fan-cooled Rotax twin • SC-10 Touring rear suspension • RER • Towing hitch • Rearview mirrors • High-profile windshield • Cargo rack • Backrest



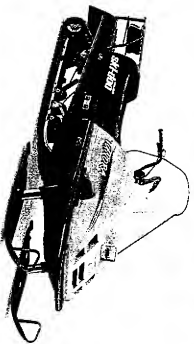
Skandic 380

382cc fan-cooled Rotax twin • SC-10 Touring rear suspension • RER • Towing hitch • High-profile windshield • Cargo rack • Backrest



Tundra R

268cc fan-cooled Rotax single • Telescopic front suspension • RER • High-profile windshield • Cargo rack • Lightweight



These machines are strong, dependable and capable of hauling heavy loads through deep snow and tough terrain. And every Skandic snowmobile is the lightest model in its class. The Skandic WT L.C., SWT and WT models are all highly maneuverable and incredibly difficult to get stuck, with their shift-on-the-fly

synchronesh transmissions and articulating slide rear suspensions. They also sport a nifty storage compartment beneath the seat. The WT L.C. model benefits from the improved performance of liquid cooling while the SWT stied sports the widest track in the industry. The Skandic 500 and 380 models offer hard work for low wages. They've got the pulling power of Rotax engines, the economy of fan cooling, the convenience of RER and the mobility of a narrow, 37-inch (940 mm) ski stance. While every Skandic snowmobile will help you get your job done, each also provides you with loads of fun on your days off.



RER



Wide Track



CROSS COUNTRY



MOUNTAIN



SPORT

FEATURES	MATERIALS	CAPACITIES	DIMENSIONS	SUSPENSION	ENGINE / POWERTRAIN	CROSS COUNTRY				MOUNTAIN				SPORT			
						MODEL	NRZ	NRZ	NRZ	MODEL	NRZ	NRZ	NRZ	MODEL	NRZ	NRZ	NRZ
Engine Type/Cylinder/Valves	Frame	Seat Height	Ground Clearance	Front Forks	Front Suspension	400	400	400	400	400	400	400	400	400	400	400	400
Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition	Ignition
Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust	Exhaust
Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission	Transmission
Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain	Drivetrain
Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels	Wheels
Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes	Brakes
Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting	Lighting
Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical	Electrical
Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other
Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight
Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price	Price

Some Kids have parents.



Mini Z
118cc 4-stroke air-cooled single • Horizontal Carb with
butterfly valve • Trailing arm front suspension • Mini Z rear
suspension • Mechanical brake • Low profile windshield

Ready...Set...Go! Like a pebble out of the slingshot, your little blizzard is off and running in the World Championship Backyard Derby. Heading into the first corner, you'd never know he was the only competitor as he slows the throttle, cocks his head and rounds the oak tree like a Snocross pro. He rumbles through the rough terrain of some scattered snowman remains, then takes on the sand pile moguls. Just one turn left now...the doghouse hairpin. The crowd watches breathlessly as he aces it with all the precision a ten-year-old can muster. Crossing the finish line, he flashes a smile so big you could park a sled in it. Good luck topping this birthday present.

The mighty Mini® Z snowmobile is the choice of future pros everywhere. With styling inspired by our MX Z models, this feisty sled has the look of a champion and the performance to match. It's the only Ski-Doo snowmobile powered by a 4-stroke engine—a 118cc, air-cooled single with overhead valve. The fuel tank is concealed beneath the hood, accessible only when the tether cord is removed and the engine stopped. The trailing arm front suspension provides the stable control of rubber damping and one inch (25 mm) of vertical travel. A responsive rear suspension with six inches (152 mm) of ski/d travel keeps your little one comfortable all day long. While the performance is scaled down to size, quality is not. The Mini Z benefits from the same attention to detail as well as the superior fit and finish of every Ski-Doo sled. Get your kid riding one today. But be forewarned...you may never get him...or...her... back in the house!



Front Ski



Rear Seat

[illegible]



TOURING

UTILITY

A-Z

[illegible]

Some stunts depicted in this brochure include professional risks and races executing maneuvers or performances under ideal and controlled conditions. Please do not attempt any of these if they're beyond your level of riding ability, as well as your understanding and respect for the performance of your snowmobile. Snowmobiling, like any other sport, is not without risk of injury, including death. Riding responsibly and safely is always more fun. Use common sense and courtesy. Always observe applicable local laws and regulations. Respect the rights of and keep a safe distance from others. Always wear the appropriate protective clothing and apparel, including a helmet. Always consult your snowmobile dealer when selecting a snowmobile for your particular needs and carefully read and pay special attention to your Operator's Guide, Safety Handbook and to the safety labeling on your snowmobile. Every Ski-Doo snowmobile comes with a safety/instructional video and an Operator's Guide as standard equipment. Because of our ongoing commitment to product quality and innovation, we reserve the right, at any time, to discontinue or change specifications, prices, designs, features, models or equipment without incurring obligations. Some models depicted herein may contain accessories or be shown with options which are available at extra cost from your authorized Ski-Doo dealer. Snowmobile performance may vary depending on, among other factors, general winter conditions, type of snow on which the unit is used, ambient temperature, altitude, driving ability and driver/passenger weight.



International
Snowmobile
Association



By being a member of these important snowmobiling associations, we recognize and support their efforts in sharing the responsibility in promoting the growth of our sport. And remember, if you're going to drink, please don't ride.

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